



Minutes Tempe Aviation Commission February 12, 2013

Minutes of the Tempe Aviation Commission meeting held on February 12, 2013, 6:30 p.m., at the Public Works Conference Room, Garden Level, City Hall Complex, 31 E. Fifth Street, Tempe, Arizona.

(MEMBERS) Present:

Sally Clements
Shannon Dutton
Mark Garrigan
Gordon Gauss
Karyn Gitlis
Barbara Sherman
Alyson Star
David Swanson

Guests Present:

Kenneth Galluppi, Executive Director,
ASU Decision Theater
Chad Willems, The Summit Consulting
Group Inc.

City Staff Present:

Oddvar Tveit, Environmental Quality
Specialist

Meeting convened at 6:32 p.m.
Dave called the meeting to order.

Agenda Item 1 – Public Appearances

There were no public appearances.

Agenda Item 2 – Updates from staff

The city has received close to a hundred responses on the aircraft noise web survey after it was announced again among “Hot Topics” on the city web site’s home page.

Agenda Item 3 – Consideration of Meeting Minutes (January 8, 2013)

Shannon suggested a couple of edits to the minutes. Karyn moved to approve the minutes as amended, and Barbara seconded the motion. The minutes were unanimously approved as amended.

Agenda Item 4 – The ASU Decision Theater

Kenneth Galluppi talked to the members about how his unit at ASU transfers university expertise to real world problems and puts that expertise into action. He explained how this is done in the context of human reasoning and decision making.

- a) As groups and individuals we gather information. We organize that information individually. We add context and meaning to that information and test and challenge by gathering new information to what we already know. We evaluate accept or reject the new information, which leaves us with a collection of thoughts, a mental model. We gain

insight we can apply to another problem. Once we get through these steps we can make judgments and decisions. It is when we skip steps in the line of reasoning we run into problems. He emphasized that we all have our own mental models and even though we like to discuss and think it is all about facts and figures, we are more influenced by our own values. We evaluate what we know by rejecting what is inconsistent and we modify our understanding as we learn. It is here the ASU Decision Theater can come in and help the understanding and to develop a collective mental model in collaboration, where a group of people is working towards a common goal by learning together. To do this collectively you get buy-in upfront, trust and confidence. It enables the mapping of a mental model not by individuals taking notes, but for everybody to discuss and together learn what the important facts to consider are and how they relate to the whole.

- b) In the decision process we look at who is involved, how they relate to each other, where do they get their knowledge from, what are their beliefs and values, and where they come from.

He then explained how the ASU Decision Theater works in decision process to get to a common understanding of reality.

- Develop a common mental model.
- “Model” the mental model that mimics reality, which includes the testing of assumptions, leading to a change in the model or our understanding.
- Communicate and gain understanding.

He gave the members an example where the ASU Decision Theater had helped the City of Phoenix with the facilitation of a conversation about waste management during the Phoenix Open. The conversation led to a common mental model and then to the development of a real model where assumptions could be tested in a web based application. For the Phoenix Mesa Gateway Airport visualization of flight paths on land use maps in a three dimensional setting with aircraft sound exposure contours helped a common understanding of how a flight corridor worked with land uses, aircraft noise construction heights. Kenneth Galluppi emphasized that a model to mimic reality is just as good as those who say that this is what you need to consider. When developed up front you do not need to sell or educate a person about a model you think is needed in the back end. This is a discovery, designed to have people learn through an interactive decision process. You acquire the knowledge needed to empower you to make a reasoned decision.

The members asked questions about the decision making process, how it was possible to be objective on assumptions, facts and values. How the ASU Decision Theater possibly could be used to help model local emission impacts, one engine inoperative impacts on the city and come to an agreement on how to measure the effectiveness of aircraft noise abatement.

Agenda Item 5 – FAR Part 77 and OEI

Staff talked to the members about how the two cities have dealt with building heights and imaginary surfaces that protect landing and take-off areas around Sky Harbor. The City of Phoenix is the holder of an operative certificate from the FAA for Phoenix Sky Harbor International Airport, and has established regulations and procedures to avoid that the airspace protections the airport needs are compromised by new constructions within the city's borders. One Engine Inoperative (OEI) is a requirement for airline emergency preparedness that historically has been kept out of the FAA's aeronautical studies of proposed constructions under the airport's imaginary surfaces and instrument flight paths. Phoenix has airport overlay height zoning and implemented a downtown zone in 2008. This is a zone that includes and is partly covered by a calculated OEI surface for the north runway, Runway 26. Tempe has not implemented similar zoning or airport review process for new constructions under the airport's

imaginary surfaces on the east side of Sky Harbor. Staff also explained how both cities have required that sponsors of new high-rise development projects in downtown areas need to get the FAA's determination of potential impact on Sky Harbor and its navigation equipment before asking for building approvals.

Chad Willems handed out a scope of potential impacts of a policy change by the FAA to include OEI. He explained that a policy change could have negative impact on projects currently being built even if the FAA's earlier acceptance is grandfathered under a stricter OEI building height standard. Insurance rates and the owner's ability make a re-sale of the property would be impacted. It is not a fair treatment of property owners. He pointed to several projects in Tempe that could be affected by this policy change. He asked the Commission to recommend the City Council to oppose such a policy change.

The members agreed to a proposal from Barbara to further examine the new documentation from the Summit Group, and discuss the issue further at the next meeting.

Agenda Item 6 – Commissioners' Business (topics for future discussion)

Barbara and Alyson received accolades for their statements on the web survey to the State Press. Staff went through the status of commission initiatives. No new topics were suggested.

Agenda Item 7 – Schedule next TAVCO meeting

The next meeting was scheduled to March 12, 2013.

Agenda Item 8 – Adjournment

The meeting was adjourned at 8:22 p.m.

Prepared by: Oddvar Tveit

Reviewed by: Don Hawkes

Authorized Signature
Deputy Public Works Director - Water Utilities